#### MR. HOAR WANTS TO KNOW

The Massachusetts Senator Develops Much Curiosity Concerning Trusts,

And Propounds a Number of Leading Questions Which Mr. Payne Thinks Unworthy the Dignity of a United States Senator.

WASHINGTON, Sept. 12 -Mr. George offered An amendment to the trust bill reported yestersay from the committee on finance. The amendment consists of four additional sections, the most important of them being one making It the duty of the President, when satisfied that the price of any article of merchandise is raised in consequence of agreements or combinations, to issue his proclamation suspending temporarily the collection of import duties on such articles. He supported his amendment in a speech at some length.

Mr. Hoar made some very sarcastic and pointed remarks as to the connection of the Cabinet and of the Democratic party with trusts. Was there, for instance, he asked, a Standard Oil Trust in this country? and, if so, was that trust represented in the Cabinet at this moment? Was it represented in the Senate? Was it represented in the councils of an important political party? Was there a sugar trust, and were its representatives consulted in the framing great revenue tariff and did they have their interests looked after and considered! Why had not the Senator from Texas told the Senate what he knew about these things! was there a cotton-seed trust, a cotton-seed oil trust? was there a whisky trust? and what was its work in politics now! was there an anthracite-coal trust! and where was that at work, and what was the danger from it! There was another trust which he would like to have a little information about. There was a gentleman (alluding to Mr. Scott) who was understood to be the most powerful and trusted counselor in directing the Democratic campaign, who was apt to walk from the White House down Pennsylvania avenue to the Capitol with a bill in his pocket (arganged at the White House), who was apt to have that bill passed unanimously in the House of Representatives, and who was apt to have it pressed through the Senate, until the mistake or blunder was found out. He would know whether that gentlehad any relation to any of these great trusts, or to transportation interests, or other interests; whether he was interested in trusts which put a tax on the fire of every workingman in winter and increased his fare when he traveled by railroad in the summer, for pleasure or business. The Congressional Directory showed that that gentleman was interested as a director in railroad companies aggregating 22,000 miles of road. Just think of it -22,000 miles of railroad in the service of the Democratic party in this election-more than all the railroads of Great Britain and France put together. And part of these lines are in Canada. I do not wonder that the Canadian Minister who negotiated the late treaty, went home and told the Canadian people that he had been told by the Democratic Secretary of State that the House of Representatives and the Democratic party of this country proposed to do exactly what Canada desired.

Mr. Reagan expressed his regret that a great question could not be treated in the Senate without a partisan issue being made out of it. He had not undertaken to say whether Democrat or Republicans were connected with such trusts, nor did he care. His purpose was to get a law that would punish both Democrats and Republicans. But he did not intend to discuss the question of trusts until the bill came up for

Mr. Payne remarked that the Standard Oil Company seemed to trouble all the time the mind of the Senator from Massachusetts. That company was a very remarkable and wonderful institution. It had accomplished within the last twenty years, as a commercial enterprise, what no other modern company had done. For himself, he had never had a dollar's interest in it, had never owned a dollar of its stock, had never rendered it any service, and had never received any service from it. As a matter of fact, nine-tenthe of the stockholders of the Standard Oil Company were now and always had been Republicans. There were but two Democrats who had been stockholders within his knowledge. If that corporation had done anything wrong, oppressive or unjust, he would be just as free to condemn it as the Senator from Massachusetts. He hardly know how to treat the insinuation that the Standard Oil Company was represented in the Cabinet. That insinuation might be worthy of the lower class of stumpers, but was unworthy of a Senator. If the Standard Oil Company had a representative in the Cabinet he [Mr. Pavne] did not know it. He did not know of at ' trust that was in the control or management of Democrats, and one good reason for that was that the Democrats had not money enough to go into such large operations. As to Mr. Scott, he had known him a good many years as a very enterprising gentleman. The two principal railroad lines in which Mr. Scott was interested were the Canadian Pacific and the New York Central, and in the latter he had a good Republican associate in Mr. Depew. As to the insinuation that Mr. Scott had traveled from the White House to the Capitol with a bill prepared under the direction of the executive,

In conclusion, Mr. Payne intimated that the Segator from Massachusetts was laboring under "Copiah-excited imagination," although he had experience enough and wisdom enough to be able to rise above the demagogue. The discussion closed, and Mr. George's amendment was ordered printed.

he [Mr. Payne] did not believe it. Such state-

ments might do on the stump, but were hardly

worthy of a United States Senator.

Mr. Speener offered a resolution reciting the fact that Joseph Hoffman, of Brenham, Washington county, Texas, a prominent Republican. and a witness before the Senate committee on privileges and elections, had been recently shot down in cold blood in that city; that his assassination was believed to be directly attributable to his political views and activity, and to the fact that he had given strong testimony before the committee investigating alleged outrages, and that it is of the utmost importance that witnesses before Congressional investigating committees may, without danger to their lives, freely and fully testify, and instructing the committee on privileges and elections to investigate the circumstances of the killing of Hoffman, whether t was due, in any sense, to his testifying before

The resolution gave rise to an extended and heated political discussion, the speakers being Senators Spooner, Pugh, Coke, Teller, Evarts and Reagan. The only notable incident in the debate occurred when Mr. Spoener began to read the telegraph dispatch in the newspapers headed "Riddled with buckshot." Looking over to Mr. Butler, Mr. Spooner said: "The Senator from South Carolina sneers at it." Mr. Butler-The Senator from Wisconsin is

exaggerating his own importance immensely if he supposes that I was paying any attention whatever to what he save. Mr. Spooner-I do not know that the Senator

was paying any attention to me. Mr. Butler-Not the slightest.

Mr. Spooner-If I did assume for a moment that a matter of this character was entitled to slight consideration in that direction I confess

Mr. Butler-I do consider it entitled to consideration at the proper time. There are proper occasions when such things may be presented. The Senator, I repeat, is magnifying his importance immensely if he supposes I was concerned about it.

Mr. Spooner-I beg to say to him that I did not assume that it possesses importance in his eyes. It is a matter of indifference to me whether it does or not.

At the close of Mr. Spooner's speech, he recurred to the circumstance and said: "I owe the Senator from South Carolina an apology (in view of the fact that he did not interrupt me orally) for alluding to him in the discussion. and that apology I certainly tender him."
Mr. Butler-That is quite satisfactory.

The discussion as to the Texas matter having been resumed, Mr. Saulsbury said that he regarded it as a disgrace to be constituting the Senate of the United States a political machine to advance the interests of the Republican candidate for the presidency. Such investigations were got up merely for political effect, but they were a disgrace to the Senate and reprehensible in every point of view, as tending to keep up the spirit of race animosity at the South.

Mr. Hoar treated the remarks of Mr. Saulsting a stop to political murders at the South and the establishing of a free ballot and a fair count there was to the advantage of the Republican party. The Senator from Delaware was quite right in that. He had no doubt that in that very district in Texas where these things had happened, the district now represented by the author of the Mills bill, the people, if there could be an honest and fair vote, not interrupted by murder and violence, would, by a large majority, pronounce against that raid upon the

industries and interests of the wage-earners of the country. He denied that the outrages in Texas, Mississippi and other States were the results of a race controversy; they were the results of Democratic efforts to maintain the su-

premacy of that party. Mr. Coke declared that the Senator from Massachusetts had, in a few minutes, misrepresented the testimony taken more than it had been perverted in the whole discussion to-day. duced rate into effect, and the other lines for that Senator had been talking of what he was lowed suit. It is believed that the real purpose utterly ignorant of. He added that the murder of young Bolton, in Brenham (for which three negroes had been hanged), was a cold-blooded murder, perpetrated by negroes. It was wrong that these negroes were taken out of jail and hanged, but it was done because they had assisted in the murder of young Bolton. There was nothing political in it. It had nothing in the world to do with politics. Referring to Mr. Hoar's remark about the Mills bill, Mr. Coke said that Mr. Mills was able to answer for aimself, and that, if the Senator desired to talk with Roger Mills, Roger Mills would go to Boston and discuss the tariff with him, and be g'ad of the opportunity.

Mr. Hear asked him whether he had seen by this morning's papers that the Republican party of Texas had resolved, on account of violence,

not to put a State ticket in the field! Mr. Coke replied that it was a gross and palpable falsehood. There was not a Republican in Texas who was not as fearless of consequences in his political and other action as the Senator from Massachusetts when he was at his home. The Republicans of Texas were not putting a ticket into the field because, by combining with a lot of odds and ends and isms of other politics, they hoped to accomplish results which they knew they would be powerless to secomplish as Republicans. The pretense of lawlessness in Texas was a fraud and a sham, got up for political purposes, to gain a few votes and to make a few people at home think that their Senators were very smart. This thing had been kept "on ice" for a couple of years, to be brought out now to do active service, and the Senator from Massachusetts had undertaken to instruct the Senate that the trouble in Texas was not race prejudice, but the tariff issue. If there was anything in this world which the average Texan would go any number of miles out of his way to kick, and kill, and destroy, it

was the protective tariff. At the close of Mr. Coke's speech, the resolution went over without action. The House amendment, merely verbal, to the Senate bill, relating to postal crimes, was con-

A resolution for printing 15,000 additional copies of the reports of the Pacific Railroad Commission, was agreed to. Adjourned.

Proceedings of the House. WASHINGTON, Sept. 12 -The House immediately resumed consideration of the conference report on the sundry civil appropriation bill. The pending question was on the motion of Mr. Holman, of Indiana, to concur in the Senate amendment relative to an inquiry as to the practleability of reclaiming the arid lands, with amendment providing that the expenses of the work should be paid from the appropriations for the topographic survey. The motion was

The Senate amendment was then concurred in, with an amendment proposed by Mr. Breckinridge, of Kentucky. As agreed to, the clause provides for the appropriation of \$100,000 for the purpose of investigating the extent to which the arid region can be redeemed by irrigation. The director of the geological survey is directed to make an annual report of the progress of the inquiry, and all the lands which may bereafter be designated for sites for reserveirs, ditches, or canals for irrigation pur-poses, and all lands made susceptible of irrigation, are reserved from sale or entry until otherwise provided. The Senate amendment appropriating \$200,000 for a zoological park in Washington was non concurred in-36 to 56. The remaining Senate amendments of misor importance were non-concurred in, and a further con-

Mr. Crisp, of Georgia, called up the Senate bill to amend the interstate-commerce law. He said that in the main it was in conformity with the recommendations of the commission. The only amendment made in the Senate bill by the House committee had been one intended to give preater publicity to the schedules required to be posted. No action was taken on the bill.

The Senate bill amending the act relating to

postal crimes was passed. Mr. Springer, of Illinois, moved that the House go into committee of the whole on the Oklahoma bill. In a division no quorum voted, and this point was raised by Mr. Barnes. The yeas and nays were ordered—yeas, 104; nays,

The remainder of the afternoon was spent in an unsuccessful effort to secure a quorum, and the House adjourned.

### LETTERS FROM THE PEOPLE.

Given a Bad History, the Consequence Is a Bad Political Party.

To the Editor of the Indianapolis Journal: If there was ever a political party with a more infamous record than that of the Democratic party it is unknown to history. The English Tories are angels of light compared with Democrats. The present Democratic party dates from 1822, when Lewis, Kendall and Eaton formed a conspiracy to make Andrew Jackson, an uneducated Indian fighter, President of the United States. The aim of this conspiracy was the possession of the public offices, which these demagogues declared a public trust. Their method has set a pattern for all subsequent Demeeracy. It was to ery "fraud and corcuption!" They dinned the peoples' ears with charges that the federalists were using the public funds for | line people do not apprise their agents of the party advantage. When Jackson came in the cause of their action. only defaulter found was Tobias Watkins, fourth auditor, who had been a persistent plotter for Jackson's election. The Democratic junta raised the cry of bargain and sale against Clay and Adams. This has been proven by history entirely false.

The Democratic party has never yet made a single campaign, either State or national, that did not in some way iterate this cry of 'fraud and corruption." In Jackson's administration there was four times the defalcation of Adams's. Van Buren, the wily pretender of New York politics, had a set of officials honeycombed with official corruption. Polk came in on the same old cry of reform, and went out with scandals in Walker and Marcy's department.

In 1852, in the North, one of the great cries was "Reform!" In Pierce's administration millions of dollars were squandered on Southern "goose-creeks." There were, besides, scandals in the War and Postoffice Departments. Buchanan's administration came on as "reform" and went out the blackest of corrupt public service. It became so fithily corrupt that even Breckinridge declared it stunk.

Scratch any Democrat, past or present, and the echo awakened will be a wild yawp of "fraud and corruption!" The party has never been able to go before the Northern people on any other issue. Not in a single instance has the charge been proven. "Turn the rascals out" was the cry four years ago. The net result of examining the public accounts was a difference

But, nothing dannted, President Cleveland rehabilitates the old cry in a new dress. The people are told that they are being defrauded by the surplus, and by a protective tariff; by grants to railways and by dangerous trusts. The presidential clap-trap turns out like its predecessors. The surplus has vanished, the tariff issue is sheer demagogy, the railroad grants were under investigation before Cleveland came in.

This is the bad history of the Democratic party as a party of morality -the boasted conservator of the people's rights. It has never let slip an opportunity to defraud them. It has crystallized all our worst elements in one terrific onslaught on the public treasury. This is but one feature of a thoroughly bad party history. Let us dig up that history anew! GREENCAMLE, Sept. 11.

#### Two Words to Kentucky Democrats. To the Editor of the Indianapolis Journay

1. You might get hurt if you come over the river to vote illegally-Sim Coy may see you; or a shotgun, loaded, in the bands of a loyal man might go off and hit you. It would burt you as bad as it does a loyal negro down South, when a Democrat shoots him. An intelligent, cool-headed Kentuckian told me to-day there was great hope of making Kentucky loyal. You better stay at the crossroads and vote for Bascom.

Mr. Kern Did Not Volunteer.

OXFORD, O.

To the Editor of the Indianapolis Journal: In your issue of to-day, in answer to a query from an anonymous correspondent from Haughville, you state that I volunteered my services in the defense of Sim Coy and others. This is a mistake. "In vindication of the truth of history" please state that I do not volunte professional services. I am not built that way. JOHN W. KERN.

## Why It Suited Him.

Norristown Herald. "Every time I enter your office," said Alpha to Omega. "I find you pouring over the Congressional Record. Why don't you read some other paper for a change?" "The Congressional Record," replied Omega, "contains no base-ball news."

AFFAIRS OF THE RAILWAYS.

Reduction on Grain Rates. CHICAGO, Sept. 12.—The rate on grain from Chicago to seaboard points was reduced from 25 to 20 cents a hundred pounds to-day. The Pennsylvania road was the first to put the reduced rate into effect, and the other lines folof the Pennsylvania in taking this action is bring matters to a head in order to hasten the movement toward an adjustment of the difficulties already existing among the Eastern lines. The managers of the lines in the Western States Passenger Association met to-day for the purpose of considering and taking action upon such rules as failed to secure the unanimous consent of the passenger committee. They were unable to complete the task, and adjourned for a few days until after the meetings that have been pre-arranged for freight matters have been

Personal, Local and State Notes. The Louisville & Nashville has entered into a contract to build extensive shops at Evansville,

The railroad men of Lafayette have organized a Republican club, which is rapidly increasing in membership. Rumor has it that the trunk lines have agreed

to advance rates on dressed meats and live stock at an early day. F. T. Hatch succeeds H. I. Miller as engineer

of maintenance of way on the first division of the Pennsylvania lines, west of Pittsburg. A. B. Plough, late general freight and passenger agent of the Central Iowa, has been appointed to a similar position on the St. Paul & Duluth road.

The salary of the chairman of the Central Traffic Association is now \$18,000 a year, but the retrenchment committee will recomend that it be reduced to \$15,000 per annum.

At one time on Monday last there were on Superintendent Bennett's division of the Pennsylvania lines, which extends from Indianapolis to Columbus, sixty-three passenger and freight The general freight agents meet in St. Louis

which the cotton crop is to be forwarded East this season. It has already begun to move on the market. C. W. Smith, president of the A., T. & S. F. road, predicts that by the first of next month all roads west of St. Louis and Chicago will restore

to-day to prepare the new schedule of rates on

rates and the first movement of crops will settle all the troubles. It is intimated that the Chicago & Atlantic is soon to drop into the hands of a receiver, it being one of the necessary steps to carry out the programme by which it can be gathered in by

the friends of the Erie road. The forces in the Vandalia shops have reached olden-time numbers, and in all departments work is being vigorously pushed. The company is now turning out a new passenger coach every six weeks, in addition to its repair work.

Harry Miller began his career as superintend-ent of the third division of the Pennsylvania lines in a time which gave him an opportunity to show his ability to fill the position, as it has been a very busy time on the road since he took J. T. Harahan, general manager of the Louis-

ville & Nashville road, has been East for a couple of weeks, and as a result of his visit it is announced that he has accepted the position of general manager of the Baltimore & Ohio road, and will retire from the L. & N. Oct. 1. The general freight agents of the transcontinental lines are uneasy because business has

dropped off so much since the advanced rates took effect, and it is likely that a meeting of the association will be called in the near future to revise the tariff and possibly reduce rates on certain classes of freight. Chairman Blanchard, of the Central Traffic Association, seems to be in earnest about his resignation, and has accepted the position of president of the New York Steam-heating Com-

Thomas W. Burrows, whom J. Q. Van Winkle succeeds as superintendent of the Indianapolis & St. Louis road, was a product of the Bee-line and has been in continuous service on the road for twenty-four years. He is now thirty-six years of age and commenced on the Bee-line when twelve years old as water boy for section gange. Being a bright little fellow, Superintendent Blee picked him up and taught him telegraphing, and he soon became a first-class operator. A few years later he was made train dispatcher, then train master, and in 1883 E. B. Thomas, at that time general manager of the Bee-line, appointed him superintendent of the I. & St. L., which position he filled so creditably that he has been called to a more important position on the Chicago & Atlantic road.

The Pennsylvania Company yesterday threw a bombshell into railroad circles by reducing the rate on grain, flour, bran, mill-feed and middlings. Indianapolis to New York, 41 cents per 100 pounds, making the rate 184 cents. Freight officials of the Pennsylvania Company here are as much surprised as are outsiders over the unexpected break. The only reason thus far assigned is that the Nickel-plate has been loading some cars on the J., M. & I. division of the Pennsylvania lines at below tariff rates, but it is probable that there is a more important motive than this, as cars with all roads, the Pennsylvania especially, are very scarce; five thousand more could be used by Indianapolis liness this week, hence, it must have been more than some trivial offense which has provoked the Pennsylvania to cutting rates. As yet none of the other roads, except the Lake Erie & Western, have announced a reduction to meet the break of the Pennsylvania, but they probably will to-day, unless peace is declared

The appointment of J. Q. Van Winkle, superintendent of the Indianapolis & St. Louis road, as announced in the Journal of yesterday, was an agreeable surprise to his many friends in both business and railroad circles. "Van," as he is familiarly known, has been on the Bee-line system twenty-three vears, commencing at eleven years of age as office boy for John Pence, then agent of the Bee-line at Anderson, Ind. Two years later he was made his clerk, and after serving in that capacity for some time he was appointed agent of the Bee-line at Pendleton. In 1872 C. C. Gale took him as his private secretary, which position he filled, with a good deal of ability, for three years. In 1878 he was appointed general yard master at Brightwood. and afterwards was transferred to St. Louis. Later he became train master, then agent at St. Louis, and in 1885 he was brought back to Indianapolis again, as division freight agent. Now he is promoted to the position of superintendent Bee-line system.

Miscellaneous Items.

The Northern Pacific has completed its bridge over the Columbia river at Pasco, W. T., and now has an unbroken rail route from Lake Superior to Puget sound.

The magnitude of the investments made in

switches, have been laid in the fourteen Southera States. This is only 2,000 miles less than the entire railroad mileage of the South in 1880.

Two funeral cars, for use about New York city, are being built at the shops of the New York Central road. They are divided into two compartments, one for the casket and the other for the mourners. During the last twelve months the Louisville

chaser of the Southern roads in the way of rolling stock, having purchased thirty-five locomotives and 2,325 cars. Up to date fifty-eight railroads have reported their earnings for August, aggregating \$19,201,-

& Nashville road has been the largest pur-

808, an increase over the earnings of the corresponding month in 1887 of \$863,100, or 4.70 per The New Orleans Picayune says that the Louisville & Nashville is aiming to secure con-

trol of a through line from New Orleans to New York, the gaps which the company is building being only connecting links. The California State Board of Equalization has just completed the assessment of the railroads of that State for 1888, assessing them as

than the assessment of 1887. The "General," the engine belonging to the Western & Atlantic road which cut such a prominent figure during the rebellion, is on exhibition at the grand encampment grounds in Columbus, O. President Brown, of the W. &

a whole at \$35,400,000, which is \$2,500,000 less

A., loaning the engine for exhibition. Since Jan. 1, 2,428 miles of railroads in the United States have been placed in the hands of receivers, with a stock and bond debt of \$153,-650,000, against 428 miles in the corresponding period of 1887, such roads having a stock and bonded debt of \$28,200,000.

Some of the Southern lines running east and west claim to be making as good time between New York and Kansas City as do the more direct routes. The Kansas City, Fort Scott & Memphis road last week landed freight shipped from New York in Kansas City seven days after time of shipment.

The New York, New Haven & Hartford road, which has been building its own equipments for many years, has discontinued doing so and wift purchase its engines and cars bereafter from the works which make a specialty of building equipments. Its repair work will now keep the present shop capacity busy.

DAILY WEATHER BULLETIN.

Indications. WASHINGTON, Sept. 12.

For Indiana-Cooler; fair, except in extreme northern portion; stationary temperature; winds shifting to easterly

For Ohio-Generally fair; cooler, northerly For Illinois-Fair: cooler in southern portion: generally rising temperature in northern por-

tion; winds shifting to southeasterly. For Lower Michigan-Fair; slowly rising temperature, preceded by light frosts Thursday morning; variable winds. For Upper Michigan and Wisconsin-Warmer;

fair; winds shifting to southerly.

Local Weather Report. INDIANAPOLIS, Sept. 12. Time. | Bar. | Ther. R. H. | Wind. | Weather | Prec 7 A. M. .. 30.08 66 76 West. Fair. 2 P. M. .. 30.02 78 26 West. Clear. 7 P. M. .. 30.08 65 46 West. Clear. Maximum thermometer, 80; minimum thermometer, 61. Following is a comparative statement of the condi-

tion of temperature and precipitation on Sept. 12. Tem. Precip. Normal.....

association will be called in the near future to revise the tariff and possibly reduce rates on certain classes of freight.	Mean						
Chairman Blanchard, of the Central Traffic Association, seems to be in earnest about his resignation, and has accepted the position of	General Observations. Indianapolis, Sept. 12.						
president of the New York Steam-heating Com-				indianarous, copt. 12.			
pany, a wealthy corporation organized to fur-	Station B		Control of the Contro				Weath'r
nish heat for houses through pipes in the way	Station.	ter.	Exp   Max   Min.			CONTRACTOR OF THE PARTY OF THE	
that water or gas is conducted.		-			-	-	
Commissioner Fink, chairman of the Trunk	New York city	29.88	74	82	58		Fair.
line Association, is said to be worth \$2,000,000,	Buffalo, N. Y	29.92 29.86	62	70 74	64 58	*****	Cloudy Fair.
which was made largely from patents on rail-	Philadelphia, Pa	29.92		80	58		Clear.
road bridges. He is now sixty-one years of age,	Pittsburg, Pa	29.92	68	78	60	.26	Clear.
and entered railroad life when twenty-two years old as assistant engineer on the Baltimore &	Parkersb g, W. Va		70	82			Rain.
Ohio. His best railroad record was made on	Washington, D.C.	29.96 30.02		84			Clear.
the Louisville & Nashville.	Charlotte, N. C	30.04		88	7.00		Clear.
It has been suggested that with the close of	Charleston, S. C	30.06	76	80			Contract Con
the campaign the Harrison and Morton Railroad	Atlanta, Ga	30.06		86		7 00	Clear.
	Titusville, Fla.	30.04		90	*****		Rain.
zation and have a pleasant club-room fitted up,	Pensacola, Fla	29.98		86	72		Clear.
where the members can go and talk over their	Montgomery, Ala	30.02	84	90	70	****	Clear.
interests and act together in matters for their	Vicksburg, Miss.	30.02		88	66		Clear.
mutual good, the organization not to be of	Shreveport, La.	29,96		90	68		Clear.
so strong a political character as the present club.	Fort Smith, Ark.	174 Ch 4	4	88	60		Clear.
	Little Rock, Ark.	30.04		86	62		Clear.
In regard to the recent rumors that John	Galveston, Tex	29.98		****			
King, president of the Erie, is again to go onto the Baltimore & Ohio as its president, good au-	Palestine, Tex	29,98		90	66		Clear.
thority says that he could have gone there, but	Ft. Elliot, Tex	29.96		88	55		Clear.
he thought it unwise to accept, because he has	San Antonio, Tex	29.98		90	70		Fair.
great responsibilities in connection with his	Brownsville, Tex.	29 98		86	74		Cloudy
management of the Erie, and he is well satisfied	Ft. Davis, Tex	29.88		86 76	68		Clear.
to continue shouldering them. The same su-	Chattan'oga. Tenz	50 cm 4			54		Clear.
thority save that if Mr. King should resign he	Memphis, Tenn	30.94	78	84	66		Clear.
would do so at his own wish.	Nashville, Tenn	30.02		84	56	# 10 CONTRACTOR	Clear.
D. B. Martin, general passenger agent of the	Louisville, Ky	30.04		84	64	800000	Clear.
Bee-line, yesterday instructed the company's pas-	Indianapolis, Ind.	30.00		80	62		Clear.
senger agents at this point to commence selling	Cleveland, O	29.98		72	66		Clear.
round-trip tickets to St. Louis and return at \$4, on Saturday, Sunday and Wednesday of each	Toledo, O	30 06	30.00	76	62 56		Clear.
week, until further orders, tickets good to re	Gr'nd Hav'n, Mich			58 52	40		Clear.
turn for five days. The passenger men of the	Ft. Rawlins, W.T.		80				Fair.
Vandalis are at sea over the matter, as tele-	Manistee, Mich	29,42		54	52		Cloudy
grams sent to Pittsburg failed to bring any ex-	S. Ste. Marie, Mich			48	44		Clear. Fair.
planation of what the trouble was, and the Bee-	Chicago, Ill	30.16		62 84			
line people do not apprise their agents of the	Springfield, Ill	30.16		72			Clear.
cause of their action.	Milwaukee, Wis.	30.14		62	72.00		Committee of the commit
A few breaks like that which the freight agent	La Crosse, Wis	30.22		60	40		Clear.
of the Lake Erie & Western is alleged to have	St. Paul, Minn	30.18		64	44		Clear.
made on Wednesday in refusing to let the cars of the Onio, Indiana & Western be placed on	Morebead, Minn.	30.18		62	26		Clear.
one of its switches leading to a lumber-yard will	St. Vincent, Mint		50	62	26	E	Clear.
simply drive lumber dealers and manufacturers	Keokuk, Ia	30.16		68	56 50		Clear.
on to the Belt road. There are 187 switches	Davenport, Ia Dubuque, Ia	30.16		64	46		Clear.
leading from main tracks of the Indianapolis	Des Moines, Ia	30.20	58	66	46		Clear.
lines to manufactories, lumber yards, etc., lo-	St. Louis, Mo	30.12	64	76	64		Clear.
cated here. It has become one of the best adver-	Springfield, Mo	30.08		80	62		Clear.
tisements the city has had, and the refusal of	Ft. Sill, Ind. T.	30.04	400,100,100	88	62		Fair.
any road to allow the cars of a competitor to be loaded on its side-track will certainly work dis-	Dodge City, Kan.	30.08	68	90	54	.02	Fair.
advantageously to the road which takes such a	Wichita, Kun	30.04	72	82	62		Cloudy
stand.	Concordia, Kan Omaha, Neb	30.14		68	58 48		Clear.
Thomas W. Burrows, whom J. Q. Van Winkle	North Platte, Net	The second second second second	A CONTRACTOR OF THE PARTY OF TH	76	48		Clear.
succeeds as superintendent of the Indianapolis	Valentine, Neb	30.00	72	78	42		Clear.
& St. Louis road, was a product of the Beq-line,	Yankton, DOT	30.16		68	38		Clear.
	Ft. Sully D. T.	29.99	68	1.7 6 15 16	4.7		Clear.

Denver, Col. .... 29.88 Pueblo, Col .... 29.86 Salt Lake City .... 29.74 84 92 62 ..... Clear. T-Trace of precipitation.

Huron, D. T. ... 30.12 60 Bismarck, D. T. . 30.00 64

Rapid City, D. T. 29.82 74 Ft, Buford, D. T. 29.80 74 Calcary, N. W. T. 29.26 78

P. Arthur al dg 30.10 Qu'Apelle, N. W.T 29.72

Ft.As nab ne. M. T 29.58

Ft. Custer. M. T. 29.68

Helens, M. T. . . . 29.70 Boise Citr. I. T . . 29.64

Chevenne, W. T., 29.90

Ft. M'Kn ny. W.T. |30.00

28 ..... Clear.

70 32 .... Clear.

82 44 .... Clear.

92 ..... Cloudy

90 44 .... Fair. 86 50 T Cloudy

84 50 ..... Clear.

50 T Cloudy 62 T Cloudy

Mean Remark to a Rival Attorney. Minneapolis Journal. One of the most noble and imposing figures at the late Republican convention was that of Edward A. Sumner, who, with his hyperion curl and his deep, low rumbling Demosthenian voice, made a lasting impression on the impressionable country delegates. Edward's voice is becoming very famous in its day and generation. A little incident at the court-house the other day illustrates the peculiar timbre, so to

Min edosa, N.W.T 29.94 54 64 16 ..... Clear.

48

84

speak, of that voice. There was a case on trial in which Edward and his voice took one side and John Steele took the other. In the course of the proceedings some little difference arose between the opposing counsel. Mr. Sumner arose to address the court. He made a very ornate speech in that characteristic voice which seems to proceed from his very boweis, so deep it is.

"Ed, how do you make that noise?" said Steele when Summer had finished. "I've forgotten how to do it. I used to do it when I was a boy, but, if my recollection is clear, to be entirely successful, I had to put my head in a barrel."

Bustle or No Bustle. Philadelphia fimes.

My readers are wanting to know what to do

about bustles. The question is rather important because the cut and drapings of skirts depend upon it. It is safe to assume that the bustle will not be suppressed for awhile yet. The attacks on it are very determined, and will result in a modification of it, but not in its abolition. Each season the prediction has been made that the bustle must go, and every year intil now the prediction has been belied by the facts. By dint of a severe struggle its enemies have prevailed, and there is a very marked diminution in the size of tournure. Extremists, owever, are going as much in the other sirection, and the skirts of many of the ultra dresses are limp, ungraceful and devoid of any cachet whatever. A little distension is always necessary to the success of a well-hanging gown.

serve as support, or to give gracefu outstanding effect. The best rule to follow, therefore, is for each woman to decide for herself just how much or how little of bustle she will wear, and in coming to a decision she should be guided by a consideration of her own figure. If she is rather slim she may affect an sesthetic limpness of draperies which, from an artistic point of view, is pleasant enough, but if she is at all inclined to fleshiness, it is more than likely that she absolutely requires a bustle in order to produce sightly outlines. A round of the most fashionable of the city dress-makers doesn't carry the writer to a conclusion in this matter. Some of the very finest costumes ordered for swell occasions this month and pext are to be devoid of bustles, although the draperies will distend themselves a little at the rear without any inferior support. But I observe that in every case the girth of the waist indicated a slender woman. Other and equally rich dresses were expanded rearward by inserted steels to an extent as great as hitherto. When our most elaborate dressers thus disagree about the bustle, there is nothing for their less indeendent sisters to do except to consult personal taste and physical requirements.

#### SOME DOCTORS

honestly admit that they can't cure Rheumatism and Neuralgia, Others say they can but-don't. Ath-lo-pho-ros says nothing but-cures. That's the secret of its success. Years of trial have proved it to be a quick, safe, sure cure.

Concord. N. H., Sept. 2, 1887
In my own family Athlophoros was used as a last resort, the user having suffered from rheumatism for years and having been treated for the disease by different physicians in this State and Massachusetts without even temporary relief. Upon my recommendation scores of people have used this remedy with the same results claimed for it. C. H. Wilson, Dubuque, Iowa, Jan. 3, 1888,
Athlophoros has completely cured me of
nervous headache, and I feel thankful for
all the good it has done me.
Mrs. Louise Cherry.

Send 6 cents for the beautiful colored pieture, "Moorish Maiden."

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There is a branch running through the center of the farm, alfording water for stock the year rou The farm is situated in Madison County, Indiana, about two miles from Pendleton, in one of the richest farming sections of the State, and in the heart of the natural-gas belt, as some of the best producing gas wells in the State are at Pendleton, being directly on the Bee-line railroad, twenty-eight miles from Indianapolis, and at the head of one of the best markets in

the State for grain and stock. Price, \$55 per acre. Terms easy and title perfect-For further particulars call on or address BENJA, MIN ROGERS, Pendleton, Madison County, Indiana, or AARON MORRIS, Milton, Wayne County, Ind.

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Do Your Own Dyeing, at Home. . They will dye everything. They are sold everywhere. Price 10c. a package. They have no equal for Strength, Brightness, Amount in Packages or for Fastness of Color, or non-fading Qualities. They do not crock or smut; 40 colors. For sale by F. A. Bryan, druggist. cor. Mass. ave. and Vermont st.; Herman E. Frauer, apothecary, 246 E. Washington st.; T. C. French, Masonic Temple Drug Store, cor. Tenn. and Washington sts.; Otto Schopp, druggist and apothecary, 302 S. Illinois st.; Jno. W. Scott, druggist.

MASONIC-PENTALPHA LODGE, NO. 564, F. and A. Masons. Special meeting in Masonic Temple, this (Thursday) evening, at 8 o'clock, for

work in the third degree. J. W. STAUB, W. M. WILLIAM H. SMYTHE, Secretary. ANNOUNCEMENTS.

SOCIETY MEETINGS.

MRS. THOMAS'S DANCING ACADEMY, WHEN Block, opens Sept. 15, at 2 p. M. Applications received daily, 2 to 4 and 7 to 9, beginning Thursday, Sept. 13.

WANTED-AGENTS. WANTED-A FEW MORE AGENTS TO CAN-vass for Loomis National Library Association. \$60 per month. References required. J. C. HAMIL-TON, Manager, 3 and 4 Baldwin Block, Indianapolis. WANTED-LADY AGENTS FOR COMBINA-tion bustle-skirt, "Daisy" hose-supporter, rub-ber aprons, bibs, sleeves, shoulder-braces, safety belts, waterproof garments, etc.; reliable house. Only goods of real merit; profits large. Address, with stamp, E. H. CAMPBELL & CO., 484 W. Randolph

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FOR SALE-MISCELLANEOUS. TOR SALE-WEBER SQUARE PLANO, CHEAP

at 813 N. Alabama st. AUCTION SALE.

UCTION SALE OF FINE MERCHANT TAI A lor stock. The sale of the stock of elegant cassi meres, cloths, worsteds, cheviots, evercoating, vestings, etc., of Tom P. Egan will be continued at the room, No. 18 North Pennsylvania street, on to-morrow (Friday) morning at 10 o'clock. The choicest goods are left and will then be closed out, and at 2 o'clock the fixtures, embracing a large Mosler, Bahman & Co. safe, counters, tables, show-cases, gas chandelier, will be sold. Terms, cash; sale positive. GUSTIN & MCCURDY, Auctioneers

UCTION SALE-THE ELEGANT TWO-STORY A brick residence. No. 368 N. New Jersey street, containing twelve rooms, cellar under entire house, furnace, bath-room, closets, gas, hot and cold water, all modern conveniences, brick stable, carriage-house, wash-House, lot 32 2x195 feet, will be offered to the highest bidder, on the premises. Tuesday, Sept. 26, at 10 o'clock a. m. Premises can be seen daily from 3 to 5 p. m. Terms: One-third cash, balance one and two years, 6 per cent. interest, secured by mortgage.
L. N. PERRY, Auctioneer. W. J. McCullough, Agt., 92 E. Market st.

FOR RENT. DORRENT-ROOMS, WITH STEAM POWER Apply at Bryce's bakery. FOR RENT-ROOMS 8 and 9, TALBOTT

and New's Block, first stairway south of post-office. HORACE McKAY. REMOVAL.

REMOVAL-OFFICE OF UNION CENTRAL Life Insurance Company has moved from 9012 East Market st. to Room 35 Vance Block. J. S. LAMBERT, Manager. C. H. McDowell, City Agent. BUILDING AND LOAN ASSOCIATION.

THE STAR BUILDING AND LOAN ASSOCIA tion will open a new series, the first pay night Wednesday, Sept. 26. The Star is the strongest and best managed association in the city. Loans money to stockholders only, and on first mortgage security. Meets every Wednesday night, at 70 East Market st. For shares or information apply to any of the following directors: Wm. Hadley, president, 70 East Market street; A. A. McKain, vice-president, 32 Massa-chusetts avenue; Wm. J. Kercheval, secretary, Daily Journal office; C. S. Denny, Mayor's office; J. R. Carnahan, 33 Talbott Block; Wm. H. Kaylor, Journal news-room; F. W. Hamilton, Delaware and Market streets; Geo. J. Hammel, 110 Massachusetts avenue: R. D. Townsend, 88 Virginia avenue.

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IMNANCIAL-ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st. TONEY TO LOAN-6 PER CENT. HORACE IVI McKAY, Room 11, Talbot & New's Block. L'INANCIAL-MONEY ON MORTGAGE-FARMS C. E. COFFIN & CO. and city property. CIX PER CENT. ON CITY PROPERTY IN IN-Ddiana Isaac H. Kiersted, 13 Martindale Block MONEY TO LOAN - LARGE OR SMALL Mamounts, on Marion county farms or city real estate. Lowest rates. Mortgage notes bought. D.

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